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Adm - 12.6

NRO REVIEW COMPLETED

14 October 1968

MEMORANDUM FOR THE RECORD

SUBJECT: OSA Quarterly Review, 2nd Quarter FY69

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1. Subject meeting was convened in the DD/S&T conference room at 1000 hours, 8 October 1968. Mr. Duckett, Dr. Lauderdale, [] and [] were in attendance. Mr. Parangosky chaired the meeting and introduced the first speaker. The view-graph outline of the review was followed very closely. It has been reproduced and is attached.

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2. The initial briefer was [] who covered the Operations area. He stated the U-2R is living up to expectations. They are experiencing some difficulties, however, among which are a loss of altitude in evasive action, a LOX problem, flap retraction difficulties, and other smaller "bugs." Mr. Duckett suggested the U-2R's be run through the environmental hangar at Eglin AFB for testing. It was agreed this would be worth while, but [] said the aircraft would have to be scheduled well in advance in order to get the testing at the proper temperature. The balance of [] briefing followed the outline as reproduced in pages 3 through 6 of the attachment.

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[] The one mission alerted for Detachment H in the first quarter (page 5) was cancelled, [] The SCOPE SAINT operation is to get underway on the 9th of October (page 6), and the KC135 to refuel the U-2C on its way [] is due at Loring AFB on the ninth.

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3. [] was the next speaker briefing on R&D. His presentation is outlined in pages 7 through 10 of the attachment. He followed his outline without deviation. Added comments were as follows: Backup generator cooler: (page 7) Work will be done on this emergency system, as not enough power is available from the system at present. The asymmetric fuel feed will have to be fixed prior to deployment of the aircraft. The roll response is insufficient for carrier work but does not present a problem otherwise. This control is being modified to overcome its shortcoming. Performance degradation due to added weight at cruise altitude results in a loss of from 1100 to 1400 feet. This is being pursued. In the follow-on flight testing, engine pressure ratio refinement is being attempted to add thrust to the engine and attain more altitude. [] also stated they had briefed [] of ORD on drag reduction (page 8) and Mr. J. Jones, Assistant Secretary of the Air Force, has been briefed on the Cryogenic fuel project and appears interested in the work. In General R&D (aircraft) (page 9), [] said the high altitude small engine has been deferred

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GROUP 1
Excluded from automatic
downgrading and
declassification

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TOP SECRET

25X1

Page 2

SUBJECT: OSA Quarterly Review, 2nd Quarter FY69

awaiting NRO approval. In the discussion that followed, Dr. Lauderdale asked what the total figures in General R&D (aircraft) will come to.

[] said these are being worked on and should be in good order in the next week or so. He indicated the DCI is interested in these figures. As a final item, [] discussed the [] program. His comments are outlined on page 10. He stated OSA will brief Lockheed in the near future so that they can quote on the program. He also said OEL had been excluded from the development of this program to date but that they will be included in future discussions. []

4. The Material area, outlined in pages 11 through 24 of the attachment, was briefed by []. He followed the outline closely but had several supplemental remarks. [] aircraft (page 12), [] said, have been terminated for all intents. Lockheed has offered to purchase the Constellation []. As there is little or no demand for this type of aircraft at the present, this is considered a good offer. Mr. Parangosky stated a TAGBOARD review is now in progress on the West Coast. They are currently standing down in this program following an accidental crash into the ocean. While discussing Systems Sensors and Personnel (page 13), [] stated contractor personnel are out of []. Lockheed people in support of TAGBOARD. Mr. Parangosky said the range is still usable but it would require [] to operate it. Mr. Duckett stated this was another reason for retaining []. Its value lies largely in the fact that it is a secure base. Once this security is compromised, it can't be recouped. Dr. Lauderdale added ORD is considering putting [] there and the option to recommission OXCART is good only if it can be operated securely. Hence, [] is of value to us. Mr. Duckett concluded this discussion stating other agencies, including the DOD, want [] but the Agency is not going to let it go. The balance of [] presentation is largely covered by his outline, except for a few comments on the [] Milestones (page 20). While covering this subject, he stated the SAC "B" camera, when tested against the Agency system, was very much inferior. He also said U-2R #056 and #059, now in possession of SAC, will be returned to us [] and the T-33 IRAN program (Inspection and Repair As Necessary) has been squared away. [] final outline, Monitored Items (page 24), requires explanation. "A. C. Electrical" is a big problem. The emergency generator in the present system may not be adequate [] standard items tend to overload it. "Hydraulics" refers to difficulties in this

TOP SECRET

25X1

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TOP SECRET

Page 3

25X1

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25X1

system on the U-2R which have been solved for the most part. "LOX" is a reference to difficulties encountered in the oxygen system of the aircraft. Project [] illustrated that procedural changes are needed. Testing is currently being accomplished. "Auto Pilot" denotes difficulty with this system that was due to poor wiring. This is being corrected. []

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[] This is being worked upon. "TACAN" has reference to a control and navigational system which has proven unreliable. An effort is being made to improve it. []

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[] Mr. Parangosky concluded this discussion by stating OSA will brief Mr. Duckett completely on these difficulties prior to deploying the aircraft.

5. The last briefer was [] covering the Comptroller field. Pages 25 through 28 of the attachment outline his presentation. Agency funding (page 25) was covered exactly as outlined. NRO funding (page 26) was covered as outlined, but [] stated the only foreseeable added funds needed might be in the General R&D area. Mr. Parangosky said we must consider the costs relevant to "putting the U-2C to bed" and other options. Mr. Duckett added we must be prepared with rock-bottom figures to meet potential future cuts. While discussing Support Personnel Requirements (page 28), [] stated this was in support of []. He said a meeting was to take place the afternoon of 8 October to "rescrub" the amounts to the exact numbers needed. []

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[] He said he (Mr. Duckett) would like to have a better appreciation of what could be done with these aircraft and what their availability is. Can we borrow them again? How is it done, etc? The meeting was adjourned at this point.

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Plans and Programs Branch

Attachment: Outline

Distribution:

Copy 1 - Compt/DD/S&T w/att

Copy 2 - P&P Br wo/att

Cys. [] - DD/S&I Registry wo/att

O/DD/S&T/Compt/P&P Br []

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QUARTERLY REVIEW - SECOND QUARTER, FY 1969

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OPERATIONS

R&D

U-2R DEVELOPMENT

GENERAL R&D

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MATERIEL.

OX CART

IDEALIST

COMPTROLLER

CIA SUMMARY

NRO BUDGET SUMMARY

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U-2R DEVELOPMENT STATUS THRU 30 SEPT 1968

DEVELOPMENT FLIGHT TEST

AIRCRAFT 1

AIRCRAFT 2

MONTHS ACTIVITY

14

8

FLIGHT HOURS

257

115

PRESENT PROGRAM

BELOW

COMPLETED 26 JULY

OPEN ITEMS TO BE PERSUED IN 2nd QUARTER

BACKUP GENERATOR COOLING

ASYMMETRIC FUEL FEED

ROLL RESPONSE

PERFORMANCE DEGRADATION

FOLLOW ON FLIGHT TEST

ENGINE PRESURRE RATIO REFINEMENT

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Next 2 Page(s) In Document Exempt

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SYSTEMS - SENSORS

&

PERSONNEL

•• SYSTEMS / SENSORS - STORED

"5/90 PACKAGE"

REGENERATION PACKAGE

•• PHOTO LAB

PENDING DISPOSITION (VIA AFRDR-P)

•• CONTRACTOR PERSONNEL

•• PREPARE FOR GENERAL AUDIT

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Next 14 Page(s) In Document Exempt

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